

GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

APRIL 18, 2007

MEMBERS PRESENT

Jon Fricker
Sallie Fahey
Opal Kuhl
Dave Buck
Jim Knapp (proxy for Betty Stansbury)
Jennifer Bonner
Marty Sennett
Randy Walter
Doug Gendron (proxy for Mike Yamin)

JTRP
Area Plan Commission
Tippecanoe County Highway Director
West Lafayette City Engineer
Purdue Physical Facilities
Lafayette City Engineer
GLPTC
INDOT Urban & MPO Planning Section
INDOT Crawfordsville, Permits Manager

NON-VOTING MEMBERS

Dave Franklin
Dana Smith
Tom Van Horn
John Thomas
Doug Poad
Melissa Baldwin

Federal Highway Administration
Lafayette-West Lafayette Chamber of Commerce
Community Development/Redevelopment Dept.
APC
APC
APC

ALSO PRESENT

Jeromy Grenard
Bob Foley
Aimee Kindred
James Earl
Clara Rider
CJ Baker
E. Baker
Steve Cornelius
Prudie Miller
Kevin Hall
Doug Kessler
Dave Fisher
Mark Davis
Mara Parish
Kenny Parish
Jean Harlow
Lucille Ehresman Blosser
Gina Quattrocchi
Dan Shaw
Jim White
Ron Cunningham

West Lafayette Engineer's Office
Lafayette City Engineer's Office
INDOT
INDOT
Carroll County resident
Carroll County resident
Carroll County resident
Citizen
Citizen
Citizen
Citizen
Citizen
Citizen
Citizen
Citizen
Citizen
Citizen
WLFI-TV
Lafayette Journal & Courier
Vester & Associates
Vester & Associates

Jon Fricker called the meeting to order at 2:00 p.m and stated that #5 CityBus Needs Study may be moved up on the agenda.

I. APPROVAL OF THE MARCH 21, 2007 MEETING MINUTES

Opal Kuhl moved to approve the minutes of the March 21, 2007 meeting as submitted. Jim Knapp seconded and the minutes were approved by unanimous voice vote.

II. ACCESS PERMITS

Jon Fricker stated that item #2 Access Permits will be discussed after Doug Gendron arrives.

III. FY 2007 TIP AMENDMENT:

For recommendation to the Area Plan Commission

http://www.tippecanoe.in.gov/egov/docs/1176407755_301666.pdf

Doug Poad referred to the draft copy of the Transportation Improvement Program (TIP) FY 2007 and the staff report that was included. The first part of the amendment addresses SAFETEA-LU and bringing Tippecanoe County into compliance. The second part addresses enhancement projects and a Section 5310 project to purchase a van for the County Council on Aging. Overall, the TIP was almost SAFETEA-LU compliant when adopted last year. The first major change is to program projects over 4 years versus 3 years, including CityBus and also INDOT projects. The next major change is moving 11 state projects from the fiscally constrained list to the Projects for Information Only list.

The projects affected are:

1. SR 25 near Americus has been suspended,
2. Guardrail improvements on SR 26 throughout the county have been eliminated,
3. SR 43 road replacement from SR 225 to SR 18 (Major Moves) has been suspended,
4. US 52 grade separation of the Norfolk & Southern Railroad is now provisional,
The state Department of Transportation has completed the engineering phase and the property has been purchased. This project is ready for construction.

Opal Kuhl asked what moved, suspended and provisional mean.

Doug Poad stated that an eliminated project is completely gone, a suspended project is in limbo but may be brought back and provisional project means there is no money to fund the project.

Randy Walter added that some times the eliminated projects are no longer needed because they are 100% state funded, incorporated into other projects or totally eliminated.

Doug continued listing the projects that were affected.

5. Road Rehabilitation on US 52 from US 231 to Cumberland Avenue has been eliminated,
6. US 52 bridge replacement across the Wabash River has been suspended,
7. The bridge projects on I 65 over the Wabash River and Wildcat Creek have been suspended and
8. US 231 Wabash River bridge (Branigan Bridge) has been suspended.

He went on to say that those are the most notable INDOT project changes. The next significant change involves operation and maintenance information. Staff has been required to do that for CityBus but is now providing that information for both cities and the county. There have also been some minor changes to the Lafayette information and other information changes. The costs shown in the TIP are for the year of expenditure and there is minor discussion on the prioritization of projects. The enhancement projects for Lafayette and West Lafayette, previously presented to the Committee, have been submitted and added to the TIP. Because there is so much information in the amendment it was decided to reprint the entire document rather than just the replacement pages.

Randy Walter asked about the 2007 projects and if those projects shown for FY 2007 in the TIP will no longer be valid after the 2008-2011 INSTIP is approved.

Dave Franklin replied that that is correct and if the TIPs have 2007 year projects when INDOT has a 2008 TIP, the 2007 year drops off. If there is anything in the TIP for 2007, those projects need to be moved to 2008.

Doug Poad replied that he was unaware that that was an issue.

Dave Franklin stated that when the STIP is authorized it is only authorized for those date. There has to be a vertical alignment.

Sallie Fahey asked if the STIP will be approved by July 1st.

Dave Franklin hopes that will be the case.

Doug Poad then asked if everything that is programmed in '07 needs to also be shown in '08.

Dave Franklin replied that that is not correct and that everything that is shown in '07 needs to be amended back to '08. If that is not done, '07 does not exist because the INSTIP will be for FY 2008-2011.

Sallie Fahey stated that this is all new information.

Randy Walter agreed and added that he just heard about it also.

Dave Franklin stated that they are dealing with the state on this and there are not many MPO's that this applies to.

Sallie Fahey assumes that there will be another amendment as soon as this one is completed.

Doug Poad suggested not having the Committee vote on this amendment but rather hold it until the new one can be completed and the document can be amended all at once.

John Thomas asked if things could be handled in an overall statement.

Dave Franklin replied that he did not understand the question.

John Thomas explained that an overall statement could say that all projects in '07, if they did not progress, are included in '08.

Dave Franklin stated that would work if all projects are listed by Des #, project description and cost. He suggested asking Mary Doherty as she is the one who processes the requests for Randy Walter's section before it is forwarded to him.

Doug Poad again suggested that the Committee hold off on the amendment.

Sallie Fahey agreed and suggested continuing the discussion on the amendment presented today so those changes can be made before it is brought back to the Committee.

Dave Franklin stated that he just heard about this last week and since then he has had discussion with Randy Walter and his boss. He further stated that different MPO's have different TIP cycles. Even though the Committee approves the TIP, the FHWA approves the STIP.

Randy Walter asked if all the changes can be made and approved by July.

Doug Poad stated that it can be done by July.

Jennifer Bonner asked if the design work has been done on a project can the money be extended. She then asked if the projects from '05 and '06 that have not been started have to be moved also.

Sallie Fahey felt that would mess up some other things.

Dave Franklin also cautioned about the long-range plan and went on to say that if he does not issue a conformity finding on the SAFETEA-LU compliance by July 1st, the federal government can take no further action on any future programs. The projects in the STIP '08, depending on their approval become frozen, which means they cannot be amended.

Sallie Fahey asked how long the projects would be frozen.

Dave Franklin answered that the projects would be frozen until the MPO becomes compliant.

Doug Poad asked if are any more comments or changes with regard to the amended '07 TIP.

Randy Walter added that the bridge projects have been suspended due to a funding issue.

Sallie Fahey asked if he is referring to the I 65 bridges and the bridge over the Wabash River.

Randy Walter agreed that those are the bridges he is referring to.

Jon Fricker stated that no action will be taken on the '07 TIP amendment at this time.

IV. HOOSIER HEARTLAND UPDATE: James Earl, Project Manager, INDOT

James Earl introduced Aimee Kindred, INDOT Project Facilitator for the Hoosier Heartland project, and distributed handouts regarding the project, business cards and contact information. James Earl stated that the first part is a project summary. He summarized the handout and stated that it lists the limits of the projects and that all the project phases are in design. There is also a generic cost breakdown, a breakdown of the schedule and the current issues in each of the four phases. The western segment is from I 65 to just outside Tippecanoe County and he hopes that the preliminary field check may be done in May and the plans may be done at that time. He further stated that quarterly meetings are held the 2nd Tuesday of the month. The next meeting will be Thursday, May 10th at 9:00am in the North Building, Room 642 at the INDOT-Central Office. Usually a consultants' update is given at these meetings as well as a brief overall project update. The floor is then opened up for questions.

Mark Davis stated that the legislature is still meeting on this subject and the budget has not been approved for the next 2 years. The original version of the House budget did not have transportation funds in it but this version does. He asked James Earl if he has any indication of the outcome.

James Earl stated that he is going to avoid that question as it is not his area but he went on to say that this project will be built unless something happens that he has no control over. Right now this project is slated from 2010 to 2014, from west to east. He then displayed a map showing the first segment in yellow with the current highway in purple. The first segment is scheduled to be built between 2010 and 2011, although those dates are not verified until the right-of-way is far enough along. He will meet with the district area engineers who are in charge of programming the construction.

Mark Davis stated that he is aware that many of those present have questions about how the project will affect their homes and businesses. He has no answers at this time.

James Earl then displayed a preliminary map with the Lafayette portion enlarged. It may give some idea on how certain properties may be affected but nothing will be known until the consultants complete their review and are ready for the field check. By the end of the summer, there should be a much better idea. The right-of-way negotiations should begin in 2008. He concluded by saying that the INDOT budget managers, the Commissioner's Office and the Governor's Office are meeting right now in Indianapolis to discuss funding and schedules for the Major Moves projects. INDOT has been charged to identify the projects that can be moved up but stated that the entire Hoosier Heartland project cannot be moved up but there are parts of the segments that can move faster.

Sallie Fahey suggested that some of the bridges could be moved up.

James Earl concurred and went on to say that he had a meeting with the design consultants, Butler, Fairman, Seifert who identified three areas that could possibly move forward.

Dave Franklin asked if the project has received environmental approval.

James Earl responded that the Hoosier Heartland has environmental approval. There are a number of commitments to maintain as well as other issues he has to deal with.

Lucille Blosser asked why there is a stake outside her front door.

James Earl responded that he does not know why the stake is there and when it was staked.

Lucille Blosser responded that the stake was placed a couple of months ago.

Sallie Fahey suggested James Earl and the audience retire to another room to discuss specific concerns.

James Earl and the audience left the meeting to continue their discussion on the council chamber.

II. ACCESS PERMITS:

1. Wabash Commons on US 52, preliminary discussion:

Doug Gendron stated that there is a problem with access to Sagamore Parkway (the old West Lafayette KMART site) and parking and asked for the opinion of the Committee. INDOT wants them to change their parking plans or else make some deceleration lanes. He would like to see a right turn lane.

Opal Kuhl asked if their proposal is available.

Doug Gendron provided the proposal.

Dave Buck stated that West Lafayette has spoken with the developer about Nighthawk Drive and does not feel that the Sagamore access will get a lot of traffic unless it is someone intending to go to Lafayette. He feels the only people that will be using the drive are those passing Nighthawk Drive or turning left and usually the box store is the destination.

Opal Kuhl asked if it is an existing driveway.

Doug Gendron replied that the access drive is existing.

Marty Sennett stated that, living in West Lafayette, he would not use that drive.

Dave Buck agreed and stated that the traffic on US 52 is tighter. The grade will be laid down so is not so steep. It will not be as difficult to use the drive.

Opal Kuhl suggested entering off the signal and stated that it would be much safer.

Sallie Fahey felt that the entrance off US 52 (Sagamore West) should be made safer or eliminated.

Randy Walter asked if fast food is being proposed and what the big box store will be.

Doug Gendron stated that the plans show restaurants as well as retail for the big box.

Sallie Fahey stated that a subdivision plat of lots has been presented. Any buildings are speculative.

Marty Sennett stated that the bus stop would be along Navajo Drive.

John Thomas asked what would happen to the entrance on the east side off Navajo.

Dave Buck stated that the entrance on the far east side of the property would be maintained.

Marty Sennet asked if the signal timing would be changed as there is not a lot of time to get through the signal.

Opal Kuhl asked if there is any direct access onto US 52.

Dave Buck responded that they would have to use the signal to make a left turn onto US 52.

Marty Sennett again asked if the signal would be changed.

No one had an answer.

Bob Foley asked if there would be any problem with emergency services.

Dave Buck responded that he does not anticipate any problems and indicated some routes on the preliminary plat.

The Committee unanimously agreed the entrance should be made safer or eliminated.

2. ElectroCom, fiber optics in limited access R/W:

Doug Gendron stated that ElectroCom wants to lay fiber optic cable from just east of the Wabash Commons driveway the Committee was talking about all the way down to Duncan Road. He displayed the whole proposed route running down Sagamore Parkway, under SR 43, off the limited access highway and on to the golf course. The Utility Accommodations says that "economics is not a factor in determining whether or not limited access right-of-way can be free". He asked them to consider other routes and he also proposed one that is 500' feet longer than their proposal and does involve some West Lafayette Streets. It suggests immediately coming off limited access right-of-way onto the Wabash Commons Development Drive on Chippewa, then down Chippewa and crossing under SR 443 and going down the hill, crossing another property, under SR 43, under the Wabash River and straight over to the County Jail.

Dave Buck does not believe that is feasible and believes that is the reason for using the limited access right-of-way. Crossing the river would be fine but getting down the hill would be difficult.

Opal Kuhl added that the hill is very steep and rugged and not environmentally safe.

Dave Buck agreed and fears that there will be a wash-out.

John Thomas suggested that this may be part of the E911 fiber loop.

Doug Gendron agreed that this is a favorable project and suggested putting this forward with a letter to strongly make a case for the proposed route. He is not familiar with the work and does not know how feasible the routes are.

Opal Kuhl again stated that the hill is very rugged. She does not like to see overhead utilities with lines. She feels a lot of property will be ruined.

Dave Buck feels it will be easier to complete the project by granting limited access.

Sallie Fahey suggested doing a modification of Doug's proposal and the original one by going down the hill just to the river and then take it south on SR 43 and across the golf course as a 3rd alternative.

Dave Buck stated he would need to find out how many bends and kinks the lines can handle.

Jennifer Bonner added that the City of Lafayette does not want to see it cross the golf course.

Doug Gendron stated that the Chippewa stretch is very long and knows that the company does not want to have a lot of sharp turns. He asked if the part going down Knox & Chippewa is doable.

Dave Buck agreed and added that there is no way to get down the hill to the Wabash River except in the right-of-way.

Doug Poad agreed with Dave Buck.

Jon Fricker asked Doug Gendron if he has enough information from the Committee.

Doug Gendron stated that the Committee was very helpful.

Jennifer Bonner moved to forward a recommendation to use the limited access route. Opal Kuhl seconded and the motion was approved by unanimous voice vote.

V. CityBus NEEDS STUDY RECOMMENDATIONS:

Marty Sennett stated that CityBus hired consultants to assist with beginning new service to the new Wal-Mart on CR 350 S and the Arnett Clarion hospital on CR 500 E.

Route 7A:

This route goes into Meijer and is one of the routes that was designed to serve everyone. It goes as far south as Kossuth Street and as far north as Union Street. It was poorly designed but there were certain needs that needed to be addressed. First Transit, consultants from Cincinnati, Ohio, stated that service is needed to the new hospital and the recreation center at Faith Baptist Church. One option is to keep the route as it is with some extensions and will take one additional bus. The other option is traffic signal prioritization which would be much cheaper than purchasing a new bus.

Dave Franklin asked if the police have signal prioritization.

Randy Walter stated that is similar to the priority that a fire truck would have with regard to lights.

Marty Sennett stated that signal prioritization would require state and city cooperation. He suggested offering to help outfit the fire trucks the same way.

Opal Kuhl asked how long it takes to complete the entire route.

Marty Sennett stated that the route to Meijer and back can be completed in 1 hour.

Jennifer Bonner asked if CityBus is using Park East Boulevard to McCarty Lane.

Marty Sennett responded that it would be possible to use park East Boulevard to CR 100S and he will look into that.

Opal Kuhl noted that there are a lot of hotel workers that use that route.

Marty Sennett stated that it is better to go straight back and forth when designing a route. The CityBus Board of Directors has not made any decisions at this time. He is not recommending changing the route until the new hospital opens in 2009 so there is time to study the route. He wants to take these options and other projects that CityBus is working on and do a 5-year strategic plan. He hopes to complete that by the end of the year.

Route 6B:

Marty Sennett stated that this route is a little more pressing as the Wal-Mart has already opened. He highlighted the current route on the map. The route change being considered is to straighten the route and bringing it out at CR 350 S. At this time there has been no outreach to the public. Those living in Southlea Addition can take the bus from 18th Street out to Wal-Mart and the entire trip will be 10-15 minutes. The negative side is the people who live in the area of 9th Street between Teal Road and Beck Lane will have a longer ride.

Jennifer Bonner pointed out that there is no bus service to Central Catholic High School.

Sallie Fahey summarized by stating that the better served areas would be just north and south of Teal Road in the area of Jefferson High School. The people whose service is not affected are those people south of the Southlea Addition.

Jennifer Bonner pointed out that there is no bus service to Central Catholic High School.

Marty Sennett stated that that could be taken care of by a twice a day detour. He stated that some folks may have a longer walk to the bus stop but the end result is that they will have a shorter ride. Now, those in this area taking the bus to the east side Wal-Mart encounter up to an hour ride each way.

Purdue Express:

Marty Sennett stated Purdue provided the addresses of employees and CityBus was able to plot the routes they use. Instead of taking the bus downtown, which would add to the length of the trip, it would come straight out CR 350 S to US 231 and eventually end up on Intramural Drive. He feels that that would be an attractive route. This bus would make 2 trips in the morning and 2 in the afternoon and provide really fast service.

Sallie Fahey asked where the Purdue employees live.

Marty Sennett stated that they primarily live in the CR 350 S area.

Community Route:

The other route proposed will service the Benjamin Crossing area, the new Wal-Mart and some of the newly developed areas along 18th Street and Brady Lane and take it straight to Tippecanoe Mall. The mall is almost like a hub as 4 buses already go in there and is a transfer point. The least number of transfers is desirable but in public transportation they are unavoidable.

Marty Sennett invited comments and suggestions. He stated that he likes this route but that it may be too difficult to shift the other buses around and still may require a 3rd bus. He added that he feels signal prioritization will work much better with this route.

Sallie Fahey asked about the two options for Route 7A.

Marty Sennett replied that the first option would require another bus to add the additional stops to the route but feels that the second option of signal prioritization is the preferred way to go. He added that it is a rule of thumb that a bus ride should take no more than 50% longer than a car ride.

Sallie Fahey asked if the route to the new GLHS hospital on Creasy Lane could start at the mall as a transfer hub and do a route from the mall that would include the hospital.

Marty Sennett replied that people would have to ride out to the mall and then transfer, which could result in a couple of transfers. He added that there is a possibility that both hospitals could be hooked up to one route.

Sallie Fahey noted that there will be several more apartment complexes on Haggerty Lane.

Marty Sennett stated that there is not a lot of place on Haggerty Lane to turn around and that 3-point turns are difficult.

Sallie Fahey added that it may be better to wait until the second hospital is built.

Marty Sennett noted that either way an additional bus would be required.

Jennifer Bonner asked if there are an opportunities for federal dollars.

Dave Franklin replied that before any federal funds can be used on ITS projects they must be ITS Architecture approve. After that it is up to the policy committee.

Marty Sennett stated that there are no additional funds available and they would have to be taken from other projects. He went on to say that he needs to know if the Committee is thinking of using ITS funds before he pursues that as an option.

Randy Walter stated that that would be up to INDOT–Crawfordsville.

VI. STUDY PROGRESS:

John Thomas informed the Committee that Marty Sennett gave a similar presentation to the Citizen Participation Committee where the attendees were offered a ride on one of the new hybrid buses. There was a lot of interest and Marty Sennett spent a lot of time talking with the attendees.

Sallie Fahey added that the important part of the meeting was the presentation of these routes; the ride on the hybrid bus was just the hook.

John Thomas went on to say the Doug Poad has submitted the enhancement projects to INDOT and staff has and will continue to monitor the local, updated census program. A very successful meeting was held with Congressman Buyer and Commissioner Browning concerning the Hoosier Heartland. Staff has met with consultants who are following up on the *5% Highest Traffic Accident Report*. INDOT is following up on that and there were 7 locations they are looking at to see if any action can be taken to improve the safety. The consultants are reviewing those locations.

Melissa Baldwin informed the Committee that interactive traffic counts are available on the website and distributed copies of the *2006 Crash Analysis for SR 25*. She added that the 2006 crashes are geo-located.

VII. OTHER BUSINESS:

Bob Foley noted that there are construction signs on SR 38 at the north entrance to the mall with no evidence of construction. The signs have been there since last summer. He asked if the Committee would support a request from the City of Lafayette to approach INDOT to have the signs removed because there are traffic patterns there that do not work well.

Doug Poad asked if a right turn lane into the mall could be added if the road is closed.

Dave Buck felt that if the road is under construction an acceleration lane could be added.

Opal Kuhl does not like the idea of people moving over for construction and anticipating using that lane the next time they drive the road.

Jon Fricker asked Bob Foley if he is asking the Committee for permission to remove the construction signs.

Randy Walter noted that there are several entrances to the mall.

Opal Kuhl suggested approaching the Simon Mall people to ask their intentions with regard to construction.

Bob Foley responded that he would like to go one step further and to write a letter to ask these people to take the signs down and re-open or to reconstruct the whole area.

Sallie Fahey added that that will probably get the road back open.

Jennifer Bonner stated she does not care if they go back and close off the road but right now it is very awkward because the perception is that it is temporary.

Sallie Fahey requested that Jennifer Bonner, with the Committee's concurrence, draft a letter to INDOT stating what the City of Lafayette would like done. They may decide to pursue it with Simon.

Jennifer Bonner replied that she would draft a letter to be ready for the Committee at the next regular meeting. She also will talk with Simon to see what their intentions are.

Doug Poad distributed copies of *INDOT's 18 Month Letting List*. He noted that there are not many changes from the previous month.

Sallie Fahey stated she was under the impression that there was a new *3 Month Letting List*.

John Thomas replied that the *3 Month Letting List* is no longer available.

Doug Poad went on to say that although the list looks long, many of the items on the list are actually the same project. He noted that the SR 25 overlay project, scheduled for July of 2007, is actually on the Major Moves list for 2006. He noted that the Major Moves interchange project for I 65 is on the list as well as SR 43, scheduled for 2008. Staff is also working on the *Coordinated Public Transit Human Services Plan*.

Jim Knapp stated that, at the meeting with Congressman Buyer, he was told that INDOT is supposed to get back to Purdue about the south leg of US 231. There has been no further discussion since the meeting in January. He also learned at the meeting that INDOT is looking at ways to cut costs and it was suggested that there be an at-grade crossing at US 231 at the railroad tracks instead of going underneath the railroad tracks and Airport Road. He is collecting comments in order to discuss the pros and cons. Money will be saved on the utilities but the cost to the public will increase. The north leg is scheduled for 2008-2009 but that will be pushed back until the south leg goes.

Sallie Fahey distributed updated copies of the Technical Transportation Committee members due to errors in the previous list.

She stated that the next meeting of the Technical Transportation Committee will be May 16th.

Randy Walter noted that May 16th is the date of the INDOT district meeting in Crawfordsville.

The Committee discussed alternate dates and times to hold the meeting. Sallie Fahey reminded the Committee that a quorum must be present to hold the meeting.

The Committee agreed to hold the next Technical Committee meeting on Thursday, May 17th at 2:00p.m.

VIII. ADJOURNMENT:

Jon Fricker adjourned the meeting at 3:37p.m.



Sallie Dell Fahey
Secretary